



"The workhorse of the Air Force"

Buckeye Flyer

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Gas and go!



A 445th C-141 closes with a KC-135 from the 434th Air Refueling Wing out of Grissom ARB, Ind.



Maj. Steve Griffin from the 445th Operations Group, holds his plane steady as the KC-135 flies just 18 feet overhead.



A KC-135 connected and transferring fuel to the C-141.

Photos by Senior Airman Robert Sperling

Buckeye flyers sharpen the edge over Missouri

by Senior Airman Robert Sperling
445th AW/ Public Affairs

Flying high above the Missouri and Kansas plains two Air Force aircraft practice the difficult dance of mid-air refueling. A C-141 from the 445th's 356th Airlift Squadron and a KC-135 from the 434th Air Refueling Wing out of Grissom ARB, Ind., met at 25,000 feet above the southwest Missouri farm lands. Refueling is a highly coordinated event designed to provide enough time for the recipient aircraft to be fueled prior to reaching the point that pilots refer to as "Bingo Fuel". "Bingo" is a term that pilots and aircrew use to describe the point in which there is enough fuel left onboard to safely land at a friendly airfield.

Mid-air refueling is the only time two aircraft can legally and safely touch while in flight, according to Federal Aviation Administration rules and regulations. Due to the risks involved with two aircraft flying less than 20 feet from each other the FAA has set aside specific "tracks" in the air. These "tracks" are small boxes of airspace set aside by regional Air Traffic Control Centers (ATCs) around the world as both permanent and temporary locations. Aerial refueling "tracks" are designed just like highways in sky with a centerline and outside boundary lines. Positioning of a "track" is dependent on the amount of air traffic in a particular area and any environmental impacts that may effect a particular area. The environmental issue most associated with aerial refueling is the small amount of fuel blown overboard when the tanker connects and disconnects.

During an aerial refueling mission many different personnel are necessary for its success. Before the planes leave the ground they need to have coordinated their flight plans to ensure that the necessary support is available to accomplish their mission.

In the air, the recipient aircrew needs to check with the local ATC to be cleared for aerial refueling over their airspace. Once the plane has been cleared the aircrew figure out if the tanker is "on station" and where it is supposed to be.

To intercept the tanker, which is circling over a designated point, the aircrew call ahead to let the tanker know that they are inbound to the refueling area. In the mission flight plan special navigation points and cues are included to coordinate this high altitude dance, the first of these waypoints is the Initial Point or IP.

The IP is the point in which the aircraft receiving fuel notifies the tanker that they are in the area. The tanker will then leave its holding pattern and head towards the oncoming aircraft. At this

See *Refueling* on page 7

We are GREAT because we are GOOD

by 1st Lt. (Chaplain) Darren Duncan
445th AW/Chaplains Office

I have come to the conclusion that it is impossible to have a moral community or nation without faith in God, because without it everything rapidly comes down to "me," and "me" alone is meaningless. Today Americans have stopped acting in terms of their own moral, ethical and religious beliefs and principles. They've stopped acting on what they knew was right — and the "me" has become the measure of everything.

However, moral societies are the only ones that work. If anyone thinks there is not a direct and invaluable relationship between personal integrity in a society and that society's prosperity, that person has simply not studied history. And this should not surprise us. Great moral societies, built upon faith in God, honor, trust, and the law blossom because they are harmonious; because people love or at least respect their fellowman; because, finally, they have a common belief in something beyond themselves.

Alexis de Tocqueville said it best when he realized even at the very beginning of our national life, "America is great because America is good. If America ceases to be good, she will cease to be great."

The road ahead; challenges bring opportunities

by Col. Rusty Moen
445th AW/Commander

As the wing prepares for yet another phase of our Operational Readiness Inspection (ORI) in the coming weeks, I thought it appropriate to look at the "road ahead" of us, and the challenges and opportunities it presents.

For years the question was ask, "what are we going to find for a follow-on mission for the C-141 wings as the C-141 retires? Now we have an answer in the Strategic Mobility Plan, which shows Wright-Patterson gaining C-5 aircraft. This is great news as it preserves and even adds reserve positions to the wing. It will bring approximately \$65 million in military construction dollars for new facilities such as aircraft hangers. The challenge is to help the command put the programming plan together, train our maintenance and aircrews in the new aircraft, and become the best C-5 wing in the Air Force. A great opportunity.

The Air Force is in the process of reorganizing combat wing organizational structure so that it better aligns its functions to support the Expeditionary Air Force construct that we currently operate in. To the majority of our reservists the changes will be fairly transparent; the biggest challenge will be getting new organizational patches sewn on their BDUs and understanding the new wing wiring diagram. The new Mission Support Group will grow in number of organizations and responsibility while the Logistics Group shrinks slightly and reorganizes into a Maintenance Group focused primarily on it's core competency of fixing and generating aircraft. We are currently awaiting the



final plan from AFRC headquarters.

It is looking very probably that our wing, along with March and Andrews, will be tasked to pick-up the European Strategic Intra-theater Deployment (E-SID) mission this December. Flown out of Ramstein, Germany it will involve the continual deployment of 4 to 5 C-141 aircraft and associated maintenance and aircrew personnel to fly strategic airlift missions as tasked by AMC. We should all be very proud of how this wing has stepped up it's flying commitment since the events of Sept 11; all with volunteers and doing it safely to all parts of the globe. We continue to meet the challenges of harder to get spare aircraft parts and having to self support ourselves with maintenance away from home station. The 445AW now does all of the Air Force's initial C-141 schoolhouse training after taking over the mission from AETC. This was primarily accomplished through the hard work of many of you in the wing.

We are fortunate to have great support from our host base, congressional delegation, military organizations, and local communities. It's the best I have seen in my career, and I know they will be there to support us in the transitions ahead. I will end this with a challenge to all of our wing members: stay engaged by being knowledgeable of what is going on in your Air Force and Air Force Reserve. Read *Citizen Airman* magazine, the *Buckeye Flyer*, and other information provided to you throughout the year. A lot of legislation has been passed by Congress the past couple of years that directly affects you, your family and your career, and a lot more legislation is pending in the current Congress. Keep your spouse informed. I thank you for your service and your continued support in meeting the challenges and capturing the opportunities in the road ahead.

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CLSS troops travel to Italy to train with active duty

by Senior Airman Robert Sperling
445th AW/ Public Affairs

The 445th Combat Logistic Squadron (CLSS) deployed July 13 to Aviano Air Base, Italy for a real world deployment designed to assist and backfill the active duty's 31st Fighter Wing stationed there. This deployment is part of the squadron's two-week annual training tour. Later this summer other members of the unit will deploy to Hill Air Force Base, Utah for their annual training tour.

"This mission is two-fold. It gives our unit a good opportunity to help support the European theater and let us experience a different culture. This is the type of thing that draws people into the Air Force Reserve," said Col. Robert Hunter, 445th Logistics Group Commander.

"Seeing a whole new and different setting is why I joined," said Staff Sgt. Gregory Ridgeway, a CLSS member when explaining the tour to Italy.

CLSS is the only squadron attached to the 445th Airlift Wing that once activated does not report to Air Mobility Command, upon activation they report directly to Air Force Material Command. Their mission is to provide supply, maintenance and transportation assets, as well as to provide specialized Aircraft Battle Damage Repair skills to the Air Force.

"The mission is primarily training. We are taking people over representing our supply, transportation and maintenance divisions. This opportunity is some of the best training they can get, since they will be working with the F-16 Airframe and they will be able to learn from the active duty personnel," said 1st Lt. Todd Reeder, 445th CLSS, Executive Officer.

During the deployment the supply personnel will be tasked with assisting the Active Duty force by inventorying and inspecting mobility materials including, weapons, chemical warfare protective



by SSgt. Raquel Mathews

Col. Robert Hunter, 445th Logistics Group commander, bids his troops farewell as they depart for Italy.

equipment, and first aid kits. The transportation troops will receive training in the handling processes of inbound and outbound surface freight, both standard and hazardous material as well as certification or re-certification on forklift operation. The reserve maintenance personnel will work alongside the active duty on contingency flight-line operations including the fueling and de-fueling of aircraft as well as repair of sheet metal, hydraulic, engine and various other flight-line maintenance procedures.

The CLSS squadron deployed to Aviano AB last year to assist the 31st Fighter Wing while they were involved in extensive contingency exercises. The previous deployment was a great success with numerous members completing their training requirements and provided an immeasurable benefit to the active duty force.

"My best friends are with me. I am on my way to my first trip to Italy. This is going to be a great trip and we will make the best of it," stated Staff Sgt. Mary McDonald, a CLSS member.

Wing golf outing a huge success



Courtesy Photo

Master Sgt. John Gram, from the 445th Logistics Support Squadron, gives last minute instructions to golfers before they speed away in their golf carts.

The 445th golf outing was a huge success. It was a blazing hot day, but 140 golfers turned out anyway for one of the best outings to date for the 445th. Flannery/Ganton team from the 445th AGS won the outing this year with a 12 under par 60! Hot golf on a hot June day. Congrats to them. Their names will be inscribed on the 445th scramble trophy on display in the 4012 break room. Next years outing has already been set for 20 Jun 2003 at Sugar Isle golf course. Mark your calendars!

A day in the Philippines

By Maj. Richard C. Sater
445th AW/Deployed Public Affairs Officer

ZAMBOANGA CITY, Republic of the Philippines – This war on terrorism is slippery, wide and deep. And our senses, even working overtime, can't take it all in.

At 2:30 in the afternoon on June 7, when Philippine Rangers are engaging the Abu Sayyaf, I am unaware. I am some miles away, in a Kevlar helmet and flak vest and armed with an M-4 carbine rifle with a clip inserted and a bullet in the chamber, riding in the back of a pickup truck, bounding over a rough road, pulling security for our little convoy as we move from one camp to another along the perimeter road around Basilan. I keep watch as we navigate a road that is mostly gravel and rutted clay.

Some sections of the road have been repaved by our own Navy and Marines as part of the U.S. effort to make the island more accessible for the U.S. Army Special Forces assigned here. But much of the road has yet to be improved, and the uneven surface – coupled with the urgency of good speed – rattles loose most of my deadbolts as we bounce over and through the terrain.

Three Marines ride in the pickup cab; I volunteered for my outside post because it's more interesting and more dangerous. In the truck bed with me is a soldier from the Philippine Army,

similarly armed if not similarly attired. This country is his home, and I am the stranger, a guest, unaware of the customs and courtesies of life in the Philippines.

I wonder if he feels as uncomfortable and self-conscious as I do when we pass through one *barangay* after another along this road, kicking up dust. The kids wave and shout to me, as if I have been previously identified to them as famous or friendly. I wave back.

There is nothing else to do under the circumstances.



Courtesy Photo

Maj. Richard Sater, 445th Public Affairs, cleans his 9mm pistol. The Major has been deployed for several months and due to return soon.

AF's top uniformed lawyer explains Article 88

by Staff Sgt. A.J. Bosker
Air Force Print News

WASHINGTON — A May 26 letter to the editor in a civilian publication sent by an Air Force officer expressing his personal opinions about the president of the United States has called into question freedom of speech in the military.

The letter accused President Bush of knowing about the Sept. 11 terrorist attacks beforehand and allowing them to take place for political reasons. At issue was whether the officer's letter violated Article 88 of the Uniform Code of Military Justice.

Article 88 states, "Any commissioned officer who uses contemptuous words against the president, the vice president, the secretary of defense, the secretary of a military department, the secretary of transportation, or the governor or legislature of any state, territory, commonwealth, or possession in which he is on duty or present shall be punished as a court-martial may direct."

"The purpose of Article 88 is to maintain good order and discipline among the force by prohibiting the use of contemptuous language or acts that would tend to undermine the authority of (our civilian leaders)," said Maj. Gen. Thomas J. Fiscus, judge

advocate general of the Air Force.

Although the article does not specifically address statements made by enlisted members, Air Force Instruction 51-902 does prohibit airmen and noncommissioned officers from making similar remarks, Fiscus said. The same instruction also defines what political activities are and are not permissible by uniformed members of the Air Force.

The line between a permissible expression of opinion and a violation of Article 88 is generally drawn on the basis of the forum in which the officer speaks and the content of what the officer says, Fiscus said.

Whether speakers identify themselves as military officers or not makes no difference, he added, nor does the opinion's truthfulness — or lack thereof. Opinions expressed in purely private conversations are not usually considered violations.

"The Constitution empowered Congress to develop laws governing the land and naval forces (and now also air forces)," Fiscus said. "Congress enacted the UCMJ in fulfillment of this responsibility. Article 88 itself is a well-crafted compromise of our freedom of expression and the need to ensure good order and discipline in the military."



Wright-Patt Honor Guard preaches "Total Force"

By Senior Airman Robert Sperling
445th AW/ Public Affairs

The Wright-Patterson Air Force Base HonorGuard shows and teaches the rest of the Air Force's Honor Guards what "Total Force" is all about.

Every two years all of the Air Force's Base Honor Guard detachments gather at a symposium designed to "refresh and hone" their skills as well as to see what changes have taken place during the previous two years. This year Wright-Patterson was selected as the gathering point for over 300 personnel representing over 167 units from the United States Air Forces in Europe to the Pacific Air Forces and all points in between. The message for this year's symposium was "Total Force" and its utilization.

The Wright-Patterson Base Honor Guard's "Total Force" unit was selected to demonstrate the proper ways to perform the different types of funeral ceremonies, including that for a Medal of Honor recipient, Retiree, Veteran, and Military member killed in action. The objective was to not only demonstrate the proper performances and procedures, but also to put at ease some unit's reservations about using Reserve Component personnel as active contributors.

"Our goal was to show that it doesn't matter whether the members come from a Reserve Unit, a Guard Unit, or from Active Duty Unit. What does matter is that they are all dedicated to the job while performing their duties as Honor Guard members," said Master Sgt. Homer Carter, Base Honor Guard Air Reserve Component Program Manager, and member of the 445th Airlift Wing.

Everyday the Wright-Patterson Air Force Base Honor Guard utilizes all of its available manning resources to accomplish its mission encompassing the six states surrounding and including Ohio and over 210,000 square miles. The honor guard unit posted a record year in 2001, by performing over 1100 funerals alone and logging over 230,000



Photo by Senior Airman Robert Sperling

The Wright-Patterson Honor Guard presents the colors during the demonstration as Staff Sgt. John Payne, USAF Honor Guard, Bolling AFB, narrates.

travel miles. The Wright-Patt unit is already forecasting larger numbers for calendar year '02. These numbers are due largely in part to effectively utilizing the Reserve Component. The Wright-Patt Honor Guard increases its flexibility by utilizing Reserve Component members who live some distance away from Wright-Patterson. By doing this, the Honor Guard is able to reach out to more people in more places at the same time.

"We wouldn't be able to perform our mission to the extent that we do, in the vast area of operation that we have, without the amazing support given to us by the senior leaders of Wright-Patterson and the 14 different Guard and Reserve units within our area, including the 445th," said Carter.

As the active duty is tasked to support deployments more and more, the Honor Guard is that much more reliant on the services of the Guard and Reserve. If you or anyone you know is interested in serving in one of the premier Honor Guard units in the Air Force please contact Master Sgt. Carter at (937) 904-2735.

Capt. Amy Smith
445th ASTS



Civilian Job: OB Nurse/ Labor and Delivery (Kettering)
Hobbies: Travel, not working

Airman 1st Class
Angela Beall
445th SVS



Civilian Job: Cashier
Hobbies: Reading, spending time with son

Staff Sgt. Craig
Costanzo
445th AGS



Civilian Job: Postal Worker
Hobbies: Playing with daughter and baseball

Wing Profiles



Employer Appreciation Day Nomination Form

The 445th Airlift Wing will sponsor an appreciation day for civilian employers of 445th reservists on Saturday, September 7. The program will include a briefing about the 445th mission and a flight aboard a C-141C Starlifter.

Employer support is critical to the success of the Air Force Reserve. The flight will offer your civilian employer an opportunity to see the 445th in operation - up close - and to see the importance of your participation in the Reserve. Don't waste this opportunity to educate, or thank your employer for their support.

Nominated employees will be sent a letter of invitation prior to the flight to determine if they are interested in participating. You may nominate one person to participate - only an individual who is your supervisor, foreman, manager, etc., is eligible. Forms must be returned to the 445th Public Affairs office no later than Friday, August 12.

If your employer is a confirmed participant, you will be permitted to reschedule your UTA to Sept. 7 if it is not your regular training weekend. For more information, contact the PA office at (937) 257-5784.



PLEASE PRINT LEGIBLY OR TYPE ALL INFORMATION REQUESTED

EMPLOYER'S NAME (ONE): _____

HIS OR HER POSITION TITLE: _____

BUSINESS/COMPANY NAME: _____

STREET ADDRESS, CITY, STATE, ZIP CODE: _____

EMPLOYER'S DAYTIME TELEPHONE NUMBER: () _____

YOUR NAME AND RANK: _____

SQUADRON OF ASSIGNMENT: _____

YOUR DAYTIME TELEPHONE NUMBER: () _____

I understand that I may nominate only one individual to participate and that the nominated individual must be in my chain of command.

YOUR SIGNATURE: _____

RETURN THIS FORM TO:

445 AW/PA, 5514 McCormick Ave./ Wright-Patterson AFB, Ohio 45433-5113 or delivery to Bldg.4010, Room 141, 445 AW Headquarters or FAX a copy to (937) 257-8291.

FORMS MUST BE RETURNED NO LATER THAN MONDAY, AUGUST 12, 2002



Welcome and Congratulations!

Promotions

Congratulations to the following personnel, recently promoted to the rank indicated:

Airman

Shelby J. Emerson, 87 APS



Senior Airman

Molly I. Blackburn, 445 ASTS
Jerimee L. Graham, 87 APS
Amy C. McCullough, 87 APS
Kevin D. Siglar, 445 AGS



Staff Sergeant

Orvil R. Baker, 445 CES
Constance B. Braswell, 445 MSS
Joseph E. Hedges, 445 MSS
Joel E. Homan, 445 CLSS
Brandy M. Manifold, 89 AS
Loren A. Metzler, 445 SPS
Carrie A. Ruby, 445 OSF
Bart A. Brinkman, 445 AGS



Technical Sergeant

Clarine M. Allridge, 445 OSF
Jerald R. Cremeens Jr., 356 AS
Matthew J. Erwin, 445 AGS
Joseph G. Griesser, 445 AGS
Andrew C. Moats, 445 ASTS
Jeannine S. Neubauer, 445 MSS
Michael K. Taylor, 445 CLSS
Michael A. Vanoss, 445 CES



Master Sergeant

Kevin J. English, 445 ASTS
Harold K. Ford, 445 SPS
Douglas D. Norton, 445 MSS



Senior Master Sergeant

Robert G. Gunter Jr., 445 CES



Newcomers

Welcome to the following reservists, recently assigned to the 445th AW:

AB Robert Gieger, 445 CLSS
A1C Nicole Swango, 445 ASTS
A1C Jean Giacobbe, 445 ASTS
A1C Ken White II, 445 ASTS
A1C Charron Howard, 445 ASTS
A1C David Leija, 445 AES
A1C Brian Phillips, 445 CLSS
SrA Tim McKinney, 445 MXS
SrA Christian Polites, 445 AW
SrA Kendric Winters Jr., 89 AS

SrA Randy Watson, 445 CF
SrA. Michael Clare, 445 CES
SrA Jamee Hankton, 445 ASTS
SrA Kimberly Kincaid, 87 APS
SrA Christ Knight, 445 AGS
SSgt Steven Ellis, 445 MXS
SSgt Daphne Calvin, 445 LSS
SSgt Jon Lemaster, 445 LSS
SSgt Jack Lake III, 87 APS
SSgt Charlene Delozier, 445 CLSS
SSgt Charles McMullen, 445 AES
TSgt Jimmy Childers, 445 AGS
TSgt Carlton House, 89 AS
TSgt Rickford Reineke, 445 MXS

TSgt. John Grice, 445 SFS
TSgt. Greg Myers, 445 SFS
SSgt. Robert Dirr, 445 MXS
SSgt. Jonathan Stella, 445 MXS
SSgt. Gregory James, 356 AS
SSgt. Serena Mickley, 445 AMDS
SSgt. Brian Algeo, 445 SFS
SSgt. Ryan Baumgartner, 445 SFS
SSgt. Daniel Bentancur, 445 SFS
SSgt. Todd Gross, 445 SFS
SSgt. Troy Johe, 445 SFS

SSgt. Loren Metxler, 445 SFS
SSgt. David Miller, 445 SFS
SSgt. David Winslow, 445 SFS
SrA. Henry Daigle, 445 SFS
SrA. Elizabeth Jarrett, 445 SFS
SrA. Shannon Meyer, 445 SFS
SrA. Caleb Monday, 445 SFS
SrA. Jackie Nichols, 445 SFS
SrA. Walter Patton, 445 SFS
A1C Jason Freudenberg, 445 SFS

Reenlistments

Congratulations to the following 445th AW members who recently re-enlisted in the Reserve.

SrA Joseph Hedges, 445 MSS
SSgt Gary Hillyer, 445 CF
SSgt Percy Johnson, 445 ASTS
SSgt Deidre Steward, 445 CLSS
TSgt David Dixon, 356 AS
TSgt Paul Garber, 89 AS
TSgt Kevin Kitchen, 445 CES
TSgt David Paxson, 445 AGS
TSgt Alfred Slusher, 445 AMDS
MSgt Greg Thompson, 445 AES

Awards

Congratulations to the following 445th AW members who recently earned awards.

Meritorious Service Medal

MSgt. Jerry Bowles, 445 MXS
MSgt. Robert Welshhans, 89 AS

Air Force Commendation Medal

Capt. Susan Chaffee, 445 ASTS
Capt. Timothy Esco, 445 OG
MSgt. Anthony Camevale, 445 Comm
Msgt. Charles Steele, 89 AS
Msgt. Rodney Young, 87 APS
TSgt. Jeffrey Fisher, 87 APS
TSgt. Joseph Kalmar, 87 APS
TSgt. David Ludinich, 87 APS
TSgt. Christopher Smith, 445 AGS
SSgt. Robert Caskey, 445 MXS
SSgt. Brian Nelson, 445 MXS

Air Force Achievement Medal

Maj. David Marlin, 356 AS
TSgt. Steven Sherlock, 445 MXS
TSgt. Charles Snyder, 445 MXS
TSgt. Robert Williams, 445 MXS
TSgt. Mark Meade, 356 AS
TSgt. John Westermeyer, 87 APS
TSgt. Jeffrey Baldwin, 445 SFS

Refueling

Continued from page 1

point the aircraft to be fueled is maintaining a constant altitude 1,000 feet below the tanker's altitude and a speed of 280 knots or about 420 miles per hour. At about 10 miles in front of the recipient aircraft the tanker will make a U-turn to line up in front of them. Here the recipient aircraft will begin a slow gradual climb to a position just behind the tanker, this is the contact point or CT. Between the IP and CT the aircraft will have traveled close to 100 miles.

Between the IP and CT the aircrews must work to facilitate the easiest hook-up to the boom. The refueling boom is a fully maneuverable probe that is flown by a highly skilled operator, that aircrew call "Boomer". The "Boomer" is responsible for guiding the oncoming plane into position as well as placing the refueling probe into the fuel port on the top of the aircraft.

While the aircraft are connected, the receiving aircraft's pilot's role is to keep the plane steady by monitoring a set of visual light cues located on the underside of the tanker until the transfer is complete. The task of keeping the aircraft steady is not an easy one as the turbulent wake of the tanker jostles the receiving aircraft around like a piece of paper. Throughout this process the Flight Engineer is monitoring all of the flight systems as well as the fuel transfer.

Upon completion of the transfer the boomer will fly the boom up and away and the recipient aircraft's co-pilot will inform the pilot when the boom is clear. Once clear, the pilot will fly down and away from the tanker and continue on its designated course.

For flight crews, training missions such as this need to occur as often as possible in order to retain the proficiency required to perform these actions in a real world environment, like flying detainees into Guantanamo Bay, Cuba. The detainee mission is a 15-hour flight that includes two mid-air refuelings. Refueling missions are standard practice for crews flying in support of the war on terrorism.

Major Steve Griffin, a Standards and Evaluations Instructor Pilot commented, "Aerial re-fueling is a task that no airman is ever comfortable with, it is an unnatural act of two large aircraft flying in close proximity to each other which is a challenge for pilots, no matter how good they are. We require our pilots to practice refueling often because it is such an unnatural occurrence."



Computer Passwords 101

by Tech. Sgt. Mary Kempfues
445th Communications Flight

Most everyone should know the basic rules to building a password. You do not use yours or family members birthdays and names. Nor do you use terms related to you or your activities. Whole words in the dictionary are also not allowed. The hacker uses cracking software to guess your password. To put it simply, it's a very sophisticated spellchecker. If the hackers guess your password, they have gained access to your personnel life and in our case military computers. The biggest complaint

we hear in the LAN office is "I can't remember my password". If you use word association, it helps. Start with a

phrase, title to a book or a character in a book. Try to use more than two words. Example, *The Sun Rises On The Horizon*. Now start breaking it down, you have 8 to 14 characters to use. Use at least 1 upper case letter, 1 lower case, 1 number and 1 punctuation character. All characters on the keyboard can be used. +hS^R10nT^Ho. In this example, I used the first two letters of each word. Patterns are also something to watch out for; they are part of the hackers software. ThSuR!0nThHo this also might work because there are no complete words. Remember Me, R3m3m?3Rm3 looks good but might get cracked. If in doubt run it through a spell checker. Its not 100% but if it comes up with some suggestions you need to rework it. Last but not least, don't use keyboard strokes in order on the keyboard. The cracking software will catch it as well. Use your imagination; it's for your own good at work as well as at home.



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Dayton air show

by Senior Airman Robert Sperling
445th AW/ Public Affairs

The 2002 Vectren Dayton Air Show was a weekend of records, with temperatures climbing well into the 100-degree range and the highest attendance ever.

Throughout the day military aircraft and helicopters raced across air show center, displaying the true strength of total force air power. Acrobatic performances soared and looped overhead leaving their telltale ribbons of smoke for all to see and the "Tora, Tora, Tora" performance shook the crowd with their explosive pyrotechnic display. Both days concluded with thunderous performances by the USAF Thunderbirds in their Stars and Stripes painted F-16 Fighting Falcons.

In attendance were active and

Air Show attendees line up to tour the C-141 static display



historical aircraft of the U.S. and Canadian military in addition to civilian police and Air Cargo agencies. Air Force planes included: F-15 A&E Strike Eagles, C-17 Globemaster III, C-141C Starlifter, F-16 Fighting Falcon, F-117 Nighthawk, A-10 Warthog, and the B-1B Lancer.

Volunteers from the 445th Aeromedical Evacuation Squadron field questions about the Air Evac's Mission.

Photos by Senior Airman Robert Sperling



Crowds seek relief from the sun and heat under the wings while the AeroShell Acrobatic Team performs overhead.

